

**PB# 95-14**

**VERLA INTERNATIONAL**

**4-3-13.1**

Approved 8/14/95

12

11

TOWN OF NEW WINDSOR  
555 Union Avenue  
New Windsor, NY 12550

# GENERAL RECEIPT

14625

may 19 19 95

Received of Verla International Ltd \$ 150.00

One Hundred Fifty 00/100 DOLLARS

For Planning Board Application Fee # 95-14

DISTRIBUTION

FUND	CODE	AMOUNT
ck # 3359		150.00

By Dorothy H. Hansen

Town Clerk  
Title

© WILLIAMSON LAW BOOK CO., VICTOR, N.Y. 14564

Planning Board  
Town Hall  
555 Union Ave.

NO. 95-14

May 19, 1995

RECEIVED FROM Verla International, Ltd.

Seven Hundred Fifty 00/100 DOLLARS

Site Plan Minimum Escrow

Account Total \$ 750.00

Amount Paid \$ 750.00 CK#003360

Balance Due \$ - 0 - Myna Mason, Secy to the P.B.

Wilson Jones - Carbonless - S1642-4WCL Duplicate - S1644-4WCL Triplicate  
Planning Board  
Town Hall  
555 Union Ave.  
New Windsor, N.Y. 12550  
MADE IN U.S.A.  
© Wilson Jones, 1989

DATE August 17, 1995 RECEIPT NUMBER 95-14

RECEIVED FROM Verla International, Ltd.

Address Box 315 - Temple Hill Rd - New Windsor

Four Hundred Eighty Five 28/100 DOLLARS \$ 485.28 -

FOR 2% of Cost Estimate (\$24,264.00) Inspection Fee

ACCOUNT		HOW PAID	
BEGINNING BALANCE	<u>485.28</u>	CASH	
AMOUNT PAID	<u>485.28</u>	CHECK	<u>#003916</u>
BALANCE DUE	<u>- 0 -</u>	MONEY ORDER	

Susan Zappalo  
By Myna Mason, Secy to the P.B.

TOWN OF NEW WINDSOR  
555 Union Avenue  
New Windsor, NY 12550

# GENERAL RECEIPT

14635

Aug 17 1995

Received of Verla International \$ 100.00

One Hundred 00 DOLLARS

For Planning Board 95-14 Approval Fee

DISTRIBUTION

FUND	CODE	AMOUNT
CK 003894		100.00

By D. Hansen

Town Clerk  
Title

© WILLIAMSON LAW BOOK CO., VICTOR, N.Y. 14564



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

- ☐ **Main Office**  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- ☐ **Branch Office**  
507 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

4 March 1996

## MEMORANDUM

**TO:** Michael Babcock, Town Building Inspector

**FROM:** Mark J. Edsall, P.E., Planning Board Engineer

**SUBJECT:** VERLA INTERNATIONAL SITE PLAN  
NEW WINDSOR PLANNING BOARD NO. 95-14

This memorandum will confirm our field review of the subject site on the afternoon of 1 March 1996. At that time, we reviewed the status of the key site improvements reflected on the approved site plan with Verla representative Mike Tiedeman (561-2440).

In general, the work as completed appears to substantially comply with the approved site plan. Two (2) items were identified which require correction before the Certificate of Occupancy can be issued. These are as follows:

1. Handicapped parking signs must be installed for the two (2) spaces. Requirements for this installation were provided to Mr. Tiedeman by Mike Babcock.
2. Over a 6" step exists for the main entrance to the building. An exterior pad and ramp must be constructed. Mr. Tiedeman indicated that this would be installed utilizing asphalt. The specific requirements for the pad and ramp were provided to Mr. Tiedeman by Mike Babcock.

Some other issues which were observed are as follows:

1. Roof drainage from the gutters is currently uncollected and could cause damage to the side access driveway and/or the building if left as currently constructed. Mr. Tiedeman advised that a pipe is proposed along the access side of the building. On the opposite side of the building we suggested that they consider a better defined swale and extended splash blocks to keep the water away from the building. Mr. Tiedeman indicated that he would bring this to the attention of the appropriate Verla representatives.

4 March 1996

MEMORANDUM  
PAGE 2

2. The condition of the access drive shale and rear parking/truck shale area is such that some additional shale is required and compaction is needed. This is a maintenance item which Mr. Tiedeman indicated would be addressed.
3. We advised Mr. Tiedeman that the grading along the slope between this new building and the original building is quite steep and requires some stabilization. I suggested that Verla consider hydroseeding this area. I advised that we would expect that this hydroseeding or other stabilization efforts would be accomplished as soon as spring weather permits. We would check this upon our return relative to the application 94-3 site work. Mr. Tiedeman agreed to discuss this with the appropriate Verla representatives.

We agreed that the items being suggested (as noted above) were not items required by the site plan or required for obtaining the Certificate of Occupancy. We will, however, perform a follow-up review of these items at such time that the follow-up review is made for application 94-3.

Respectfully submitted,



Mark J. Edsall, P.E.  
Planning Board Engineer

MJEmk

cc: James Petro, Planning Board Chairman

A:3-4-3E.mk

VERLA INTERNATIONAL, LTD. RD# 2 BOX 315 • TEMPLE HILL ROAD • NEW WINDSOR, NEW YORK 12553

INVOICE NO.	INVOICE DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET AMOUNT
220053 TONW080195	VENDOR 8/01/95	TOWN OF NEW WINDSOR APPROVAL FEE	100.00	CHECK DATE .00	8/16/95 100.00
CHECK NUMBER	3894	TOTALS	100.00	.00	100.00

VERLA INTERNATIONAL, LTD. RD# 2 BOX 315 • TEMPLE HILL ROAD • NEW WINDSOR, NEW YORK 12553

INVOICE NO.	INVOICE DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET AMOUNT
220053 TONW080295	VENDOR 8/02/95	TOWN OF NEW WINDSOR INSPECTION FEE	485.28	CHECK DATE .00	8/16/95 485.28
CHECK NUMBER	3916	TOTALS	485.28	.00	485.28

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/14/95

PAGE: 1

LISTING OF PLANNING BOARD FEES  
ESCROW

FOR PROJECT NUMBER: 95-14

NAME: VERLA INTERNATIONAL, LTD  
APPLICANT: VERLA INTERNATIONAL, LTD.

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
05/19/95	REC. CK. #003360	PAID		750.00	
05/24/95	P.B. ATTY. FEE	CHG	35.00		
05/24/95	P.B. MINUTES	CHG	67.50		
06/14/95	P.B. ATTY. FEE	CHG	35.00		
06/14/95	P.B. MINTUES	CHG	22.50		
08/14/95	P.B. ENGINEER FEE	CHG	298.00		
08/14/95	RET. TO APPLICANT	CHG	292.00		
		TOTAL:	750.00	750.00	0.00

*Please issue a check in the  
amount of \$292.00 to:*

*Verla International, Ltd.  
315 Temple Hill Rd.  
New Windsor, N.Y. 12553*

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/14/95

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
A [Disap, Appr]

FOR PROJECT NUMBER: 95-14

NAME: VERLA INTERNATIONAL, LTD  
APPLICANT: VERLA INTERNATIONAL, LTD.

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
08/14/95	PLANS STAMPED	APPROVED
06/14/95	P.B. APPEARANCE	ND: APPROVED COND.
	. CORRECT CURB CUTS, PARKING, MARK'S COMMENTS, COST EST.	
	. REMOVE GATE FROM MAP	
06/07/95	WORK SESSION APPEARANCE	REVISE & RET TO P.B.
05/24/95	P.B. APPEARANCE	LA:WVE PH REVISE
	. LOADING DOCK LOCATION TO BE REVISED - RETURN TO BOARD	
05/17/95	WORK SESSION APPEARANCE	SUBMIT APPLICATION

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/14/95

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 95-14

NAME: VERLA INTERNATIONAL, LTD  
APPLICANT: VERLA INTERNATIONAL, LTD.

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
ORIG	05/19/95	MUNICIPAL HIGHWAY	05/23/95	APPROVED
ORIG	05/19/95	MUNICIPAL WATER	05/25/95	APPROVED
ORIG	05/19/95	MUNICIPAL SEWER	06/08/95	SUPERSEDED BY REV1
ORIG	05/19/95	MUNICIPAL FIRE	05/22/95	APPROVED
ORIG	05/19/95		06/08/95	SUPERSEDED BY REV1
ORIG	05/19/95		06/08/95	SUPERSEDED BY REV1
REV1	06/08/95	MUNICIPAL HIGHWAY	/ /	
REV1	06/08/95	MUNICIPAL WATER . NOTIFY WATER DEPT. FOR LOCATION OF WATER LINES	06/12/95	APPROVED
REV1	06/08/95	MUNICIPAL SEWER	/ /	
REV1	06/08/95	MUNICIPAL FIRE	06/08/95	APPROVED
REV1	06/08/95		/ /	
REV1	06/08/95		/ /	

SITE PLAN FEES - TOWN OF NEW WINDSOR  
(INCLUDING SPECIAL PERMIT)

APPLICATION FEE:.....\$ 100.00 *pl*

\* \* \* \* \*

ESCROW:

SITE PLANS (\$750.00 - \$2,000.00).....\$ —

MULTI-FAMILY SITE PLANS:

       UNITS @ \$100.00 PER UNIT (UP TO 40 UNITS)....\$       

       UNITS @ \$25.00 PER UNIT (AFTER 40 UNITS).....\$       

TOTAL ESCROW PAID:.....\$       

\* \* \* \* \*

PLAN REVIEW FEE: (EXCEPT MULTI-FAMILY)

\$ 100.00

PLAN REVIEW FEE (MULTI-FAMILY):   A. \$100.00  
PLUS \$25.00/UNIT                    B.       

TOTAL OF A & B:\$       

RECREATION FEE: (MULTI-FAMILY)

\$500.00 PER UNIT

                                 @ \$500.00 EA. EQUALS: \$         
NUMBER OF UNITS

SITE IMPROVEMENT COST ESTIMATE: \$ 24,264.00

2% OF COST ESTIMATE \$ 24,264.00 EQUALS \$ 485.28

TOTAL ESCROW PAID:.....\$ 750.00

TO BE DEDUCTED FROM ESCROW: 458.00

RETURN TO APPLICANT: \$ 292.00

ADDITIONAL DUE: \$

0000 0000 1114

JUL - 51 - 55 MON 10:24

F. 5, 2

**& Grevas**  
**LAND SURVEYORS**  
**Ellereth, P.C.**  
33 CHAMBERS AVENUE, NEW WINDSOR, NEW YORK 12950  
TELEPHONE: (514) 582-8667

LAND SURVEYS  
CONSTRUCTION  
SURVEILLANCE  
PLANNING  
DESIGN

14 June 1995

TOWN OF NEW WINDSOR  
SITE PLAN IMPROVEMENT ESTIMATE  
VERLA INTERNATIONAL, LTD. (95-14)

ITEM	QUANTITY	UNIT PRICE	AMOUNT
GRAVEL	3000 S.Y.	\$ 5/S.Y.	\$15,000
PAVING	900 S.Y.	\$10/S.Y.	\$ 9,000
PARKING STRIPING	160 L.F.	.40\$/L.F.	\$ 64
HANDICAP STONE & STRIPING	2	L.S.	\$ 200
TOTAL COST ESTIMATE			\$24,264

2%  
4% INSPECTION FEE = \$970.56

OK

REGULAR ITEMS:VERLA INTERNATIONAL SITE PLAN (95-14) RT. 300

William Hildreth of Grevas & Hildreth appeared before the board for this proposal.

MR. HILDRETH: As the board may recall, this is a proposal for addition of 20,000 square foot warehouse in the back of the Verla property off Temple Hill Road, which also involves lot line change which was approved at the last meeting. Changes to this plan since that meeting the big item was the moving of the loading area from the front of the proposed warehouse facing Industrial Way to the rear because of a zoning or code requirement that prevented it from being in the front. By moving it to the rear, I lost some of the parking spaces that were in the rear so we have now created the parking space where the loading dock once was. Couple other minor detail changes that the engineer requested to be made and in reviewing it for tonight's meeting, it was brought to my attention that this configuration that you have before you in the rear is a little bit tight for tractor trailers, once they have backed up to the loading area to turn left and come back out. So what it is going to involve I looked at it very quickly and I think the room is there, what it is going to involve is eliminating the spaces that would be to the west and that would just go on the edge of the parking lot, the parking lot would then be extended toward the hill. I have to remove these because we need that space. Here's the problem. What you have before you would work if there were no cars parked there but because we're assigning spaces and if those spaces ever get filled up, that is when it would become difficult. So by a eliminating these spaces and putting them over here farther to the right and we now have room to swing around and come out and I had to add one more space to the parking area on Industrial Way and I still have the total of 112 that I need.

MR. PETRO: Mark, would you touch on the, number one, the tractor trailers having a difficult time accessing the rear area and number two, the parking I think inconsistencies with the bulk table.

MR. EDSALL: Bill spoke on the access in the rear for tractor trailers. We met this afternoon and used some overlays for the trailer movement and I believe Bill has a handle on how he can resolve that as far as the discrepancies in the count. It's just a matter of changing some of the notations on the plan as far as what's paved, what's not paved, what exists and doesn't exist, they have the required parking, just a matter of cleaning up the plan a little bit.

MR. HILDRETH: Breakdown in the spaces here is a holdover from the previous plan what I should do is combine them and show the total.

MR. EDSALL: Clean up the matter. While I'm going over it, one suggestion I made to Bill was rather than have two curb cuts to Industrial Way right next to each other, have a single access to the, it's the westerly curb cut and then just take the parking lot as a little drive off of it. Those three suggestions I think are just improvements and cleanups of the plan and it eliminates the conflict with the tractor trailers getting out, it's not serious.

MR. PETRO: The only thing with the double access on to the main road there with the double curb cut, if you have tractor trailers come in and out of the westerly driveway, maybe it is better that the other curb cut is there and it serves only the parking purposes.

MR. EDSALL: I don't believe the truck traffic is that significant from what they've told us and secondly, you have got to remember that obviously, this is the end of this road for now but let's not forget that there's a parcel right next door and it's not desirable to have curb cut after curb cut on a road.

MR. HILDRETH: That is more of a very future planning item.

MR. PETRO: There was no objection to reducing it to one curb, fine.

MR. HILDRETH: No, they just want it to work as long as

this works for future planning, it's probably smarter because if we had it here now and something happened down there, we might have to reconfigure that anyway.

MR. PETRO: Will this have to be re-sent to the highway department?

MR. EDSALL: I don't think they'll have a problem.

MR. PETRO: We have highway approval on 5/23 and a highway approval on 6/8, we have water approval on 6/8, notify water department for location of water lines.

MR. HILDRETH: I spoke with them and their information said that the water lines stopped one section passed this hydrant which he believes is ten feet, it's capped and that is it--so they've got a run from there to there.

MR. VAN LEEUWEN: I'd like to make a motion for negative dec.

MR. STENT: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board declare negative dec on the Verla International site plan on Temple Hill Road. Any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. STENT	AYE
MR. DUBALDI	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. VAN LEEUWEN: Like to make a motion to approve subject to the following conditions, that the curb cuts be put on the map and that the parking lot configuration agree to what Mr. Edsall--

MR. HILDRETH: The parking space count.

MR. VAN LEEUWEN: And that Mr. Edsall approves all the changes on the map before the secretary signs it.

MR. DUBALDI: Second it.

MR. PETRO: Bond estimate be submitted in accordance with paragraph A1G Chapter 19 of the Town Code. Is there any further discussion from the board members?

MR. LANDER: Just one question, Mr. Chairman. Bill, halfway down this hill on Industrial Way we've got a chain link gate right here?

MR. HILDRETH: Okay.

MR. LANDER: This is a town road, isn't it?

MR. HILDRETH: Yes.

MR. VAN LEEUWEN: That has got to come out.

MR. LANDER: I think the gate has to be removed.

MR. VAN LEEUWEN: I don't think that gate's going to stay there anyway.

MR. HILDRETH: Not once they do this.

MR. PETRO: Just remove it from the map, have it taken out.

MR. HILDRETH: I don't really know why it's there, other than to stop anybody that was coming down to show them this is where you are supposed to go.

MR. VAN LEEUWEN: They had some people dumping in there, Bill, I understand.

MR. PETRO: Just take it off the map, please. Is the contour on the rear of the existing house? Remember I mentioned that at the last meeting, it's very, very steep and you're telling me it's going to be treated just by natural grade. You have a problem with that?

MR. EDSALL: That is on the east side of the new

building to the right side there?

MR. HILDRETH: Between the two buildings.

MR. EDSALL: Yeah, I would suggest that you know they've got a very small area that they are disturbing by the looks of it, they have to use some good construction methods and maybe some--

MR. HILDRETH: Dubin Steel has been on the site, they are aware of that. They also know how tight up against the northeast corner is going to be, they are prepared to deal with it. It's a stable slope at this point.

MR. VAN LEEUWEN: How about getting some crown vetch or something?

MR. HILDRETH: Without guaranteeing anything, I'm sure they are going to make this just look just as neat as the rest of the building, I don't know.

MR. PETRO: Motion is before the board. It has been seconded with all the subject to's that Mr. Van Leeuwen had read into the minutes. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. STENT	AYE
MR. DUBALDI	AYE
MR. LANDER	AYE
MR. PETRO	AYE

RESULTS OF P.B. MEETING

DATE: June 14, 1975

PROJECT NAME: Verla Int. S.P. PROJECT NUMBER 95-14

\*\*\*\*\*

LEAD AGENCY:

\* NEGATIVE DEC:

M)    S)    VOTE: A    N   

\* M) ✓ S) 5 VOTE: A 5 N 0

CARRIED: YES    NO   

\* CARRIED: YES: ✓ NO   

\*\*\*\*\*

PUBLIC HEARING: M)    S)    VOTE: A    N   

WAIVED: YES    NO   

SEND TO OR. CO. PLANNING: M)    S)    VOTE: A    N    YES    NO   

SEND TO DEPT. OF TRANSPORT: M)    S)    VOTE: A    N    YES    NO   

DISAPP: REFER TO Z.B.A.: M)    S)    VOTE: A    N    YES    NO   

RETURN TO WORK SHOP: YES    NO   

APPROVAL:

M)    S)    VOTE: A    N    APPROVED:   

M) ✓ S)    VOTE: A 5 N 0 APPR. CONDITIONALLY:   

NEED NEW PLANS: YES    NO   

DISCUSSION/APPROVAL CONDITIONS:   

Correct curb cuts 3/8 one curb cut

Parking per Mark

Mark's Comments

Bond Estimate

remove gate from map



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.  
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**TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS**

**REVIEW NAME:** VERLA INTERNATIONAL SITE PLAN  
**PROJECT LOCATION:** 315 TEMPLE HILL ROAD  
SECTION 4-BLOCK 3-LOT 13.1  
**PROJECT NUMBER:** 95-14  
**DATE:** 14 JUNE 1995  
**DESCRIPTION:** THE APPLICATION INVOLVES A PROPOSED 20,000 SQUARE  
FOOT WAREHOUSE BUILDING AT THE WEST SIDE OF THE  
SITE. THE PLAN WAS PREVIOUSLY REVIEWED AT THE  
24 MAY 1995 PLANNING BOARD MEETING.

1. Since the last meeting, the plan has been revised to provide the loading docks at the rear of the new building. In conjunction with same, the parking lot, both front and rear of the new building, has been revised.

In addition to these revisions, the parking requirements table has been revised and some other minor corrections have been made.

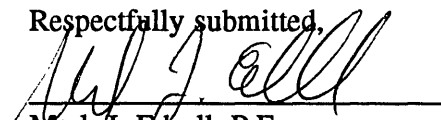
2. I have reviewed the arrangement of the rear parking area relative to the proposed loading docks. It is my belief that tractor-trailers will have a difficult time accessing the rear area.
3. With regard to the front driveway cuts for the site, the plan includes two (2) separate accesses for the rear parking lot and front parking lot. It is my opinion that these should be consolidated to a single access (the one to the west), with a branch drive off same to serve the front parking lot.
4. I have reviewed the parking count as depicted on the plan, as labeled on the plan and as referenced in the parking table. I believe there are inconsistencies which should be resolved on the final plan.

**TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS  
PAGE 2**

**REVIEW NAME:** VERLA INTERNATIONAL SITE PLAN  
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SECTION 4-BLOCK 3-LOT 13.1  
**PROJECT NUMBER:** 95-14  
**DATE:** 14 JUNE 1995

5. The Planning Board may wish to make a **determination** regarding the type action this project should be classified under SEQRA and make a determination regarding environmental significance.
6. The Planning Board should require that a **bond** estimate be submitted for this **Site Plan** in accordance with Paragraph A(1)(g) of Chapter 19 of the Town Code.
7. At such time that the Planning Board has made further review of this application, **further engineering reviews** and comments will be made, as deemed necessary by the Board.

Respectfully submitted,

  
Mark J. Edsall, P.E.  
Planning Board Engineer

MJEmk

A:VERL-SP2.mk

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MR. PETRO	AYE

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MR. DUBALDI: Second it.

MR. PETRO: Bond estimate be submitted in accordance with paragraph A1G Chapter 19 of the Town Code. Is there any further discussion from the board members?

MR. LANDER: Just one question, Mr. Chairman. Bill, halfway down this hill on Industrial Way we've got a chain link gate right here?

MR. HILDRETH: Okay.

MR. LANDER: This is a town road, isn't it?

MR. HILDRETH: Yes.

MR. VAN LEEUWEN: That has got to come out.

MR. LANDER: I think the gate has to be removed.

MR. VAN LEEUWEN: I don't think that gate's going to stay there anyway.

MR. HILDRETH: Not once they do this.

MR. PETRO: Just remove it from the map, have it taken out.

MR. HILDRETH: I don't really know why it's there, other than to stop anybody that was coming down to show them this is where you are supposed to go.

MR. VAN LEEUWEN: They had some people dumping in there, Bill, I understand.

MR. PETRO: Just take it off the map, please. Is the contour on the rear of the existing house? Remember I mentioned that at the last meeting, it's very, very steep and you're telling me it's going to be treated just by natural grade. You have a problem with that?

MR. EDSALL: That is on the east side of the new

building to the right side there?

MR. HILDRETH: Between the two buildings.

MR. EDSALL: Yeah, I would suggest that you know they've got a very small area that they are disturbing by the looks of it, they have to use some good construction methods and maybe some--

MR. HILDRETH: Dubin Steel has been on the site, they are aware of that. They also know how tight up against the northeast corner is going to be, they are prepared to deal with it. It's a stable slope at this point.

MR. VAN LEEUWEN: How about getting some crown vetch or something?

MR. HILDRETH: Without guaranteeing anything, I'm sure they are going to make this just look just as neat as the rest of the building, I don't know.

MR. PETRO: Motion is before the board. It has been seconded with all the subject to's that Mr. Van Leeuwen had read into the minutes. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. STENT	AYE
MR. DUBALDI	AYE
MR. LANDER	AYE
MR. PETRO	AYE

VERLA INTERNATIONAL, LTD. SITE PLAN (95-14) TEMPLE HILL ROAD

Mr. William Hildreth appeared before the board for this proposal.

MR. PETRO: We do have a proxy in our file for this application also?

MR. HILDRETH: Yes.

MR. PETRO: And we have fire approval on 5/22/95 and highway approval and 5/23/95, okay, Bill, what do they want to put there?

MR. HILDRETH: Okay, now we get to the nuts and bolts here. By way of a little bit of review, as I said, manufacturing and warehouse is the use, the existing buildings consist of--

MR. VAN LEEUWEN: 52,000.

MR. HILDRETH: --that is the not all of this large square, the addition turned out to be 19,350, you add the manufacturing and office space up and I've got parking calculations, where are they, right here, which include the new 20,000 square foot building. Total we need now is 112. By the way, the previous plan met the parking requirements. Total now is 112 using what they built, what they have room for here, it also requires 35 space parking lot in the back of the new building. It was set up this way because the grading and drainage and trying to fit it in at the bottom of this slope, we didn't want to have to cut into the slope too far. Dubin (phonetic) Steel, they erected, this one is the same people that erected this one, I have been in touch with them. I've seen it. I've got plans, same type of building. It's also going to require at the end of Industrial Way an extension of this road about 60 feet cause they use the big rigs so that they can back into the loading dock. The reason they want to do this they are renting space in Cornwall, running trucks back and forth is a pain. So, if they can have this warehouse on site, it would be much better. That way, they don't have to buy anymore trucks.

MR. PETRO: Let me ask you a simple question here up in the front of the existing warehouse that we had approved in January of '94, I see it says existing parking 15 spaces to be paved. They are still not paved at this time?

MR. HILDRETH: It wasn't paved a month ago when I went out and did the additional field work I needed to do. I don't think the plants were open yet when we were out there.

MR. PETRO: It's still bonded and we haven't released the bond for the paving.

MR. BABCOCK: No, I don't think we ever got to that point, we have talked to them but we don't have a bond and don't have a C.O. on that building yet.

MR. PETRO: There is not a C.O.?

MR. BABCOCK: I'm not sure, Jim, I'd really have to check.

MR. EDSALL: My recollection is we went out and hadn't gotten all the items finished, so we advised them that they had some more work to do and at this point, they don't have a C.O. We're waiting for them to finish.

MR. PETRO: The building's not occupied?

MR. ROTH: We have a temporary C.O.

MR. HILDRETH: The parking lot has been constructed as it was supposed to be on the previous plan, the shale is done just hasn't been paved.

MR. PETRO: No paving on the site at all?

MR. HILDRETH: Yes, there is, well, there's some paving in front of the building, the original building correct, but the the additional paving hasn't been done yet but the parking lot has been constructed.

MR. STENT: Is there any plans to do that paving in the

near future?

MR. ROTH: Yes. In fact, all the prep work has been done for it. It was closed, you know, the asphalt plant was closed in the winter. So we were waiting till it reopened and when we found that we were going to do this, we wanted to get the whole thing done in one shot.

MR. STENT: Your plan is to do all the paving at the same time?

MR. ROTH: If we can.

MR. HILDRETH: I didn't introduced Mr. Roth, this is Bob Roth of Verla Industries, for anybody that didn't know, I'm sorry, my fault.

MR. PETRO: On the addition in the back, 20,000 square feet, it just says proposed shale parking, doesn't say anything about paving.

MR. HILDRETH: Let me get into the parking. They don't need this parking. They have no use for it, however, in order to comply with the site plan, I have to demonstrate that it will fit and it's my understanding that it will.

MR. PETRO: The reason for that is he can sell the building tomorrow, the person comes in for 20,000 square feet needs the parking so we're approving application not just for him.

MR. HILDRETH: I understand, that is why it's there. We'd like to keep it shale for obvious reasons, keep the costs down, it will drain a little bit better, you can see that everything drains to this existing ditch which has an easement anyway. So it's not going to be a problem.

MR. PETRO: Mark, let me ask you this. How do we handle the handicapped parking or Mike for the rear building, if it's only going to be shale, how are we going to delineate that or can we utilize the parking in the front that is delineated with asphalt for the

rear building?

MR. EDSALL: One of my comments is more or less something that I had passed over to Mike to comment on, we've discussed it as far as the required handicapped parking spaces. The code requires that you address the total number of spaces, be they paved or not. What we should have is a couple handicapped spaces or at least one to the back building which would mean that that area would have to be paved to a small area of the back parking lot, may need to be paved. While we're talking about the back building, Bill mentioned something about the driveway to the south side of the building being for loading, I assume that is just the door, not a loading birth or loading dock, overhead door to that building?

MR. HILDRETH: All right, I'm sorry, I was reading your notes, start again, please.

MR. EDSALL: The new warehouse has access directly off of Industrial Way?

MR. HILDRETH: Correct.

MR. EDSALL: That is an overhead door and access, not a loading birth or loading dock?

MR. HILDRETH: You back into it with the trucks. I don't know what you'd want to call it.

MR. EDSALL: If in fact it's a loading dock, that is not permitted in a front yard based on the code. 4816 doesn't allow any loading docks in front yards. Now, if it's an overhead door and you actually back in and unload materials, then it's not a problem. So unless--

MR. HILDRETH: You have to back into the building.

MR. PETRO: Or back to it. Mr. Roth, can you shed light on that?

MR. HILDRETH: I don't know if it can be changed. I've got to talk to him.

MR. PETRO: At this time, it looks like it's a loading dock is what you're saying.

MR. HILDRETH: I guess so. I don't no if that can be changed or not without altering the building at all.

MR. STENT: Is it going to be a loading dock, Mr. Roth?

MR. ROTH: It's going to be a loading dock because it's strictly a warehouse, we'll have to bring 45 footers in.

MR. PETRO: Let me ask you this. Just sort of a technical thing, what if the loading dock is moved into the building at some point into the building?

MR. VAN LEEUWEN: If he does that, he losses X number of feet of storage space.

MR. PETRO: Then you can't have it there at all.

MR. VAN LEEUWEN: Then you have to go to the right side because if you go to the left, that is where the drive leads for the parking to the back. I don't know if you have got room on the left side or not.

MR. PETRO: Mark, you're going to review that a little bit further?

MR. EDSALL: We're trying to read the whole section to see if there's any other help here.

MR. STENT: So the building is going to be built three and a half foot above ground grade?

MR. HILDRETH: We can address that while he's looking, if you want. Contours show up on the plan both existing and proposed. What you have basically is a pad area down here. In fact, they had constructed the parking lot that I had shown on the previous plan for the same purpose of addressing or complying with the parking requirements. In any event, we have collected finished floor elevation of 310.5, existing contour that runs along the corner here is at 312 and the

existing contour that runs along the back corner there is about 305. So you have got about a seven foot drop across there that we sort of cut in half and this building is going to be level so that is what we did there.

MR. LANDER: So I think what Mr. Stent's question is are they going to back down into a hole or is it going to be level?

MR. HILDRETH: They are going to back down but it's not going to be a hole. They are going to back down, it's going to drop six to eight inches from the edge of the pavement here to the loading dock area.

MR. STENT: We're not going to go down three and a half foot?

MR. HILDRETH: No, sir. Again, that is why this worked out very nicely with the finished floor. We have selected an existing grade of the road here. It works.

MR. DUBALDI: I just have a quick question on your comments, on your parking requirements you have one per every two employees, eight employees equals 40 spaces, why do you have that on the plan?

MR. HILDRETH: We did that on the plan because again you remember the last one, and we talked about his real needs for this particular building now versus the zoning site requirements. So we decided if we showed enough paved spaces to cover that employee requirement, that would suffice as long as we showed the total number of spaces that the zoning required.

MR. DUBALDI: Would it be, according to this, it would be a violation of the site plan?

MR. VAN LEEUWEN: Carmen, he has about 250 employees working there, okay, they are all bussed in from Newburgh, these people have, half of them don't have driver's license, am I right?

MR. ROTH: Right.

MR. HILDRETH: At this point, it's warehouse, not manufacturing. Employees are in the manufacturing aspect of it and that square footage space not increasing it's not going to increase because of that or when we did this and there again, if more employees are hired or somebody else moves in under the other scenario, the parking is there, if it needs to be paved, it can be paved.

MR. VAN LEEUWEN: Bob, how many employees did you hire since you have put the new addition on?

MR. ROTH: 125, 150.

MR. VAN LEEUWEN: Over and above what you had before?

MR. ROTH: Yes.

MR. VAN LEEUWEN: How many do you have now?

MR. ROTH: With the night shift, about 300.

MR. EDSALL: I think we have to be careful about getting too many numbers about total employees over multiple shifts because the code does say based on square footage or based on the largest shift, so I don't think we want to mislead anyone in the record here that there's 300 and some employees there at a single time. Because then you have to use the one per every two employees and you're going to need 150 parking spaces so I'd be very careful putting that type of information on the record, counting all employees but it doesn't matter if you have a couple shifts, it's the maximum shift.

MR. PETRO: I think the parking, Mark, what you said earlier, he has enough spaces, I think if he blacktops the spots in front of the new warehouse building for handicapped, I don't know how many you might need, maybe two spots?

MR. EDSALL: Total of five handicapped spaces, just by code on site and just for code compliance, I would say that probably one or two.

MR. PETRO: I think we should go with two.

MR. EDSALL: Have to go in the back building.

MR. PETRO: You follow what we're saying like a pad?

MR. HILDRETH: Yes, if you have got to show handicapped spaces, you have got to paint it.

MR. VAN LEEUWEN: Can't paint it on gravel.

MR. PETRO: And the rest will remain shale.

MR. EDSALL: We can work with Bill on the detail of that.

MR. PETRO: The only outstanding issue I want to get back to the loading docks, Bill, and I have another question while the attorney's reviewing that. From the rear of the building that we approved in January of '94 to the, looks like the east side of the new building, I see 340 to down to 310, which is a 30 foot dropoff, how are you going to handle that?

MR. HILDRETH: It's stable slope and it's going to stay there. We're not touching it. We're not touching it. I may have to shave it a little bit here for this building but that is all. Other than that, it's stable.

MR. PETRO: Hard pan or clay, what is it?

MR. VAN LEEUWEN: Stone, rock.

MR. HILDRETH: It looks like fill.

MR. VAN LEEUWEN: It's been filled in 15, 20 years ago.

MR. PETRO: Did you notice that?

MR. EDSALL: Yeah, they did a pretty good job, I'd say on the north side and the west side with the grading, looks like it's holding pretty good.

MR. PETRO: I don't have a problem with that.

MR. HILDRETH: The only spot that was altered for the construction of this was probably from and extent of rear of the building to the north, this down slope and everything to the south is still existing.

MR. PETRO: I saw on the map I asked a question I am satisfied with it, if the rest of the members don't have any problems.

MR. DUBALDI: I make a motion we assume lead agency under SEQRA.

MR. VAN LEEUWEN: Second it.

MR. PETRO: Motion has been made and seconded that the new Windsor Planning Board declare itself lead agency for the Verla International site plan on Temple Hill Road. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. DUBALDI	AYE
MR. STENT	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: Bill, what's immediately to the north and south?

MR. HILDRETH: Property-wise?

MR. PETRO: Yes.

MR. HILDRETH: I believe this is the--

MR. PETRO: Brewster House, right, isn't it the Brewster House? But that is a small piece Gann owns a piece and I believe that is vacant right behind and the piece to the west with the lot line change, Caralex is vacant, there's a piece also by Caralex on the other side.

MR. VAN LEEUWEN: It's got a small building.

MR. STENT: Is that a piece that is owned by Verla on Industrial Way? Does that run the whole length of your existing property now?

MR. HILDRETH: No.

MR. STENT: It doesn't go all the way back?

MR. HILDRETH: No, I'm sorry, does it run this way, you mean?

MR. STENT: The piece adjoining, does it run all the way back to the back of this existing property?

MR. HILDRETH: Yes, yes, yes, it does, but there's a piece here.

MR. STENT: You got property on both sides of your industrial Road?

MR. HILDRETH: Yes, but there's a separate piece here.

MR. VAN LEEUWEN: Which they own also.

MR. HILDRETH: But it's a separate tax lot.

MR. STENT: But they have it so.

MR. PETRO: Mark, let me ask you this. Just to throw this question out. The property that is owned here is a corner lot, so basically, what you're telling us is you have two front yards?

MR. EDSALL: Yes. We have come up with one alternative for a loading arrangement that would comply with what section I guess it's 4816, I just showed that to Bill, it would be a minor change in the layout. Basically, if you create or construct a loading area or dock on the east side of the building, and you would just have a little bit longer of a driveway, you'd be loading off of that east side rather than the front of the building and if you did that, you would be able to comply with the code.

MR. HILDRETH: How far back does it have to be?

MR. EDSALL: So the vehicles themselves, the trailers do not project beyond the front of the building.

MR. HILDRETH: That will meet the code?

MR. EDSALL: That will meet the code.

MR. PETRO: Beyond the front of the building.

MR. EDSALL: So, in other words, how long is a trailer?

MR. HILDRETH: 40 foot.

MR. VAN LEEUWEN: Between 40 and 45.

MR. HILDRETH: What he is talking about is an arrangement here and your truck fits, a double door would be right here and not project beyond the face of the building.

MR. PETRO: That is still not the front of the building.

MR. EDSALL: That is right because the front of the building is from the face forward so as long as the trucks and the dock remain behind the front face of the building, it's not a front yard. So, which means it complies because the front yard toward the highway would be forward of the other building.

MR. VAN LEEUWEN: You're going to have to protrude with the new building if he wants to cover it over. Otherwise, he's got to make a platform, cart everything inside.

MR. PETRO: What you're telling me here, if I made this 20,000 square foot building three foot wide and then I went back 15 feet then I made a 700 foot building, all right, only the three foot piece is the front yard?

MR. VAN LEEUWEN: Yes.

MR. EDSALL: Yes, front yard is not based on the shape or size of the building. It's based on the position of the building relative to the road.

MR. PETRO: Technically.

MR. EDSALL: That is the way the code reads.

MR. HILDRETH: Front yard is measured from the street.

MR. EDSALL: Yeah.

MR. HILDRETH: It was intended that the front yard requirement be met right here.

MR. EDSALL: That is the required front yard but the difference is that anything from the building falls forward the way this code is written would be part of a front yard to that building.

MR. HILDRETH: So--

MR. EDSALL: That is why you have to go to the side.

MR. HILDRETH: If this was set back 60 feet, we still couldn't protrude that ten feet out?

MR. EDSALL: That is correct.

MR. HILDRETH: Just so I understand, that is all.

MR. PETRO: Is this application going to be suitable to your client?

MR. HILDRETH: We've got to talk about it. Plus Dubin Steel, they are the ones that are going to make this work.

MR. VAN LEEUWEN: Have you got room enough?

MR. HILDRETH: We have room, we're talking about a little more of a grading problem.

MR. VAN LEEUWEN: All you need is 20 feet and the average tractor and trailer is 55 to 60 feet back, if

you want to keep it even with the building.

MR. HILDRETH: We need 26, if we, just the same arrangement and you have to allow for a little bit of grading in here, we might need closer to 30 to make it work.

MR. VAN LEEUWEN: Tractor trailer is eight foot wide, go from there.

MR. HILDRETH: There again, I'm not too sure if they are going to have this same arrangement, if they want to switch it around, they've got space between the doors, you know.

MR. VAN LEEUWEN: You don't have, well, that is up to you, to the people that are going to build the building.

MR. HILDRETH: That is why I need to talk to them.

MR. VAN LEEUWEN: Basically, Bill, it's eight foot wide, there's no such thing as any vehicle that is any wider.

MR. PETRO: Find out if that is acceptable, show us the blacktop pads for the parking, please, do two spaces.

MR. HILDRETH: How many total handicaps do we need?

MR. EDSALL: Total of five for the entire site.

MR. HILDRETH: We had already shown three so we need two more. I can do that.

MR. LANDER: Make a motion we waive public hearing.

MR. VAN LEEUWEN: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board waive the public hearing under its discretionary judgment for the Verla International site plan on Temple Hill Road. Is there any further discussion from the board members. If not, roll call.

ROLL CALL

MR. VAN LEEUWEN      AYE  
MR. DUBALDI          AYE  
MR. STENT            AYE  
MR. LANDER           AYE  
MR. PETRO            AYE

MR. PETRO: I guess we didn't have to poll the board.

MR. LANDER: One question at the end of the road here, it says existing edge of payment, that is town road?

MR. HILDRETH: Correct.

MR. LANDER: And it would be continuation of that town road?

MR. HILDRETH: For about six, well, maybe not folks because if I change this loading dock arrangement, we may not have to do that.

MR. EDSALL: You still need access to your parking lot.

MR. LANDER: You can still gain that.

MR. HILDRETH: But we would not have to extend the end, the existing road at all, if we got this, we have got enough room to back in.

MR. EDSALL: How are you going to, you're back parking lot, your driveway for the back parking lot comes out down--

MR. HILDRETH: All right.

MR. LANDER: Use that driveway going up to the building.

MR. EDSALL: They can come in, turn left and go in front of the building.

MR. HILDRETH: We could but I don't know.

May 24, 1995

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MR. LANDER: So you have got to build a road to town specs, that is all, just like the first applicant did.

MR. VAN LEEUWEN: Town owns the road.

MR. PETRO: Also check with your client, see whether the loading docks are absolutely necessary, as opposed to garage doors, which are permitted. As far as we're going to go, thank you. Before we leave that, I don't see anything about negative dec because we did it on the lot line change?

MR. EDSALL: No, you have got to do it separately. I just presumed that you would not get that far tonight. You'll have to do it.

MR. PETRO: All right, put it on the next review sheet.



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

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**TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS**

**REVIEW NAME:** VERLA INTERNATIONAL SITE PLAN  
**PROJECT LOCATION:** 315 TEMPLE HILL ROAD  
SECTION 4-BLOCK 3-LOT 13.1  
**PROJECT NUMBER:** 95-14  
**DATE:** 24 MAY 1995  
**DESCRIPTION:** THE APPLICATION INVOLVES A PROPOSED 20,000 SQUARE  
FOOT WAREHOUSE BUILDING AT THE WEST SIDE OF THE  
SITE. THE PLAN WAS REVIEWED ON A CONCEPT BASIS  
ONLY.

1. The property is located within the Planned Industrial (PI) Zoning District. The proposed use appears to be Permitted Use A-15 for the Zoning District.

The "required" information appears correct for the zone and use category. The "provided" information should be corrected, first to indicate that the information shown is relative to Lot 13.1. The area relative to Lot 13.23 should not be included in this bulk table. The values for total side yard and rear yard setback would appear to require correction.

2. The plan includes a parking requirement's calculation for the overall site. The calculation appears acceptable. The Board should review the number of paved spaces provided versus the total number of spaces and determine if this is acceptable. Further, they should determine whether the Item No. 4 surface would be acceptable, or if any oil and chip double surface treatment would be required for non-paved areas.

With regard to the crushed stone surface alternative for the non-paved areas, I recommend against this alternative.

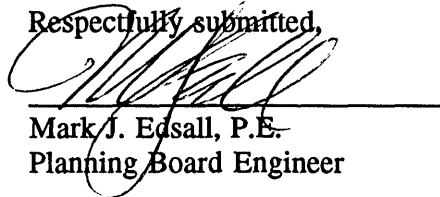
Also, the Building Inspector should determine if the number of handicapped parking spaces is acceptable based on the parking configuration proposed.

**TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS  
PAGE 2**

**REVIEW NAME:** VERLA INTERNATIONAL SITE PLAN  
**PROJECT LOCATION:** 315 TEMPLE HILL ROAD  
SECTION 4-BLOCK 3-LOT 13.1  
**PROJECT NUMBER:** 95-14  
**DATE:** 24 MAY 1995

3. It would appear that the note with regard to the tapping sleeve and backflow prevention device is shown in the wrong location. It should be verified whether the watermain runs to the end of Industrial Way and, if so, if a hydrant exists in this area. These details should be coordinated with the office of the Fire Inspector.
4. The Planning Board may wish to assume the position of **Lead Agency** under the SEQRA process.
5. The Planning Board should determine, for the record, if a **Public Hearing** will be necessary for his **Site Plan**, per its discretionary judgement under Paragraph 48-19.C of the Town Zoning Local Law.
6. At such time that the Planning Board has made further review of this application, **further engineering reviews** and comments will be made, as deemed necessary by the Board.

Respectfully submitted,



Mark J. Edsall, P.E.  
Planning Board Engineer

MJEmk

A:VERLA-SP1.mk

RESULTS OF P.B. MEETING

DATE: May 24, 1995

PROJECT NAME: Uenla Int. S.P. PROJECT NUMBER 95-14

\*\*\*\*\*

LEAD AGENCY:

\* NEGATIVE DEC:

M) D S) V VOTE: A 5 N 0

\* M)    S)    VOTE: A    N   

CARRIED: YES ✓ NO   

\* CARRIED: YES:    NO   

\*\*\*\*\*

PUBLIC HEARING: M) L S) V VOTE: A 5 N 0

WAIVED: YES ✓ NO   

SEND TO OR. CO. PLANNING: M)    S)    VOTE: A    N    YES    NO   

SEND TO DEPT. OF TRANSPORT: M)    S)    VOTE: A    N    YES    NO   

DISAPP: REFER TO Z.B.A.: M)    S)    VOTE: A    N    YES    NO   

RETURN TO WORK SHOP: YES    NO   

APPROVAL:

M)    S)    VOTE: A    N    APPROVED:   

M)    S)    VOTE: A    N    APPR. CONDITIONALLY:   

NEED NEW PLANS: YES    NO   

DISCUSSION/APPROVAL CONDITIONS:   

Loading Deck Location?

Reay

To Return



# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 95 - 14

DATE PLAN RECEIVED: RECEIVED JUN - 7 1995 Rev. 1

The maps and plans for the Site Approval Verla S.P.  
Subdivision \_\_\_\_\_ as submitted by  
\_\_\_\_\_ for the building or subdivision of  
\_\_\_\_\_ has been  
reviewed by me and is approved ☒  
disapproved ☐

If disapproved, please list reason \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2nd Sgt  
HIGHWAY SUPERINTENDENT

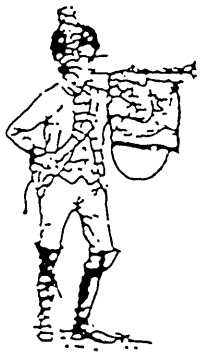
7/18/95  
DATE

\_\_\_\_\_  
WATER SUPERINTENDENT

\_\_\_\_\_  
DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT

\_\_\_\_\_  
DATE



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 95-14

DATE PLAN RECEIVED: RECEIVED JUN - 7 1995 Rev 1

The maps and plans for the Site Approval \_\_\_\_\_

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

Vella International LTD has been

reviewed by me and is approved ☒

disapproved \_\_\_\_\_

~~If disapproved, please list reason~~

no info, water dept. for location of water lines

HIGHWAY SUPERINTENDENT DATE

Steve Wilcox CMW 6-12-95

WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE



INTER-OFFICE CORRESPONDENCE

**TO:** Town Planning Board

**FROM:** Town Fire Inspector

**DATE:** 8 June 1995

**SUBJECT:** Verla International

Planning Board Reference Number: PB-95-14

Dated: 7 June 1995

Fire Prevention Reference Number: FPS-95-033

A review of the above referenced subject site plan was conducted on 8 June 1995.

This site plan is acceptable.

Plans Dated: 30 May 1995 Revision 1

*Robert F. Rodgers, C.C.A.*  
Robert F. Rodgers, C.C.A. (mvz)  
Fire Inspector

RFR/mvz



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.

- ☐ Main Office  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- ☐ Branch Office  
400 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor P/B # 95-14  
WORK SESSION DATE: 7 June 1995 APPLICANT RESUB.  
REAPPEARANCE AT W/S REQUESTED: No REQUIRED: Revised Plan  
PROJECT NAME: Verla S/P  
PROJECT STATUS: NEW \_\_\_\_\_ OLD X  
REPRESENTATIVE PRESENT: WJH  
MUNIC REPS PRESENT: BLDG INSP. in bldg  
FIRE INSP. X  
ENGINEER X  
PLANNER \_\_\_\_\_  
P/B CHMN. \_\_\_\_\_  
OTHER (Specify) \_\_\_\_\_

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

rec. single access at PL. ch access  
(change if no want change)

**INTER-OFFICE CORRESPONDENCE**

**TO:** Town Planning Board

**FROM:** Town Fire Inspector

**DATE:** 22 May 1995

**SUBJECT:** Verla International Ltd. Site Plan

Planning Board Reference Number: PB-95-14

Dated: 18 May 1995

Fire Prevention Reference Number: FPS-95-027

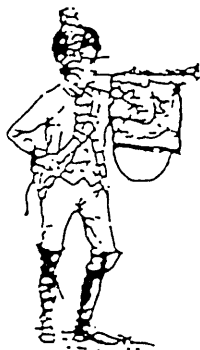
A review of the above referenced subject site plan was conducted on 19 May 1995.

This site plan is acceptable.

Plans Dated: 17 May 1995 Revision 1

  
Robert F. Rodgers, C.C.A.  
Fire Inspector

RFR/mvz



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 95- 14

DATE PLAN RECEIVED: RECEIVED MAY 1 8 1995

The maps and plans for the Site Approval

~~Subdivision~~ \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

\_\_\_\_\_ has been

reviewed by me and is approved ☒

disapproved \_\_\_\_\_

If disapproved, please list reason \_\_\_\_\_

*Fred Kaye*

HIGHWAY SUPERINTENDENT

*5/23/95*

DATE

\_\_\_\_\_  
WATER SUPERINTENDENT

\_\_\_\_\_  
DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT

\_\_\_\_\_  
DATE



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.

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(914) 562-8640
- ☐ Branch Office  
400 Broad Street  
Millford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/B #

95 - 14

WORK SESSION DATE:

17 May 95

— APPLICANT RESUB.  
REQUIRED:

REAPPEARANCE AT W/S REQUESTED:

No <sup>not</sup> <sub>now</sub>

Full App

PROJECT NAME:

Verla

PROJECT STATUS:

NEW

X

OLD

REPRESENTATIVE PRESENT:

Bill Hildreth

MUNIC REPS PRESENT:

BLDG INSP.

FIRE INSP.

ENGINEER

PLANNER

P/B CHMN.

OTHER (Specify)

?

ch

X

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- sec get last 1/2 done

- add note re paving

- 2 apps - 1/2 and 1/2

- change title block

- finish grading - later

4MJ91 pbwseform

## TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

"XX"

APPLICATION TO:  
TOWN OF NEW WINDSOR PLANNING BOARD



176 TYPE OF APPLICATION (check appropriate item):

Subdivision \_\_\_\_\_ Lot Line Chg. \_\_\_\_\_ Site Plan X Spec. Permit \_\_\_\_\_

1. Name of Project VERLA INTERNATIONAL, LTD. NEW STORAGE WAREHOUSE - SITE PLAN

2. Name of Applicant VERLA INTERNATIONAL, LTD. Phone 561-2440

Address 315 TEMPLE HILL ROAD NEW WINDSOR, N.Y. 12553  
(Street No. & Name) (Post Office) (State) (zip)

3. Owner of Record (SAME) Phone (SAME)

Address (SAME)  
(Street No. & Name) (Post Office) (State) (zip)

4. Person Preparing Plan GREVAS & HILDRETH, L.S., P.C.

Address 33 QUASSAICK AVE NEW WINDSOR N.Y. 12553  
(Street No. & Name) (Post Office) (State) (zip)

5. Attorney — Phone —

Address —  
(Street No. & Name) (Post Office) (State) (zip)

6. Person to be notified to represent applicant at Planning Board Meeting GREVAS & HILDRETH, L.S., P.C. Phone 562-8667  
(Name)

7. Project Location: On the WEST side of TEMPLE HILL ROAD  
(street)  
AT THE NORTHWEST INTERSECTION of INDUSTRIAL WAY  
(direction) (street)

8. Project Data: Acreage of Parcel 6.19 Zone PI,  
School Dist. NCSD

9. Is this property within an Agricultural District containing a farm operation or within 500 feet of a farm operation located in an Agricultural District? Y \_\_\_\_\_ N X

If you answer "yes" to question 9, please complete the attached Agricultural Data Statement.

10. Tax Map Designation: Section 4 Block 3 Lot 13.1

11. General Description of Project: NEW 20,000 S.F.

WAREHOUSE BUILDING

12. Has the Zoning Board of Appeals granted any variances for this property?        yes X no.

13. Has a Special Permit previously been granted for this property?        yes X no.

ACKNOWLEDGEMENT:

If this acknowledgement is completed by anyone other than the property owner, a separate notarized statement from the owner must be submitted, authorizing this application.

STATE OF NEW YORK)

SS.:

COUNTY OF ORANGE)

The undersigned Applicant, being duly sworn, deposes and states that the information, statements and representations contained in this application and supporting documents and drawings are true and accurate to the best of his/her knowledge and/or belief. The applicant further acknowledges responsibility to the Town for all fees and costs associated with the review of this application.

Sworn before me this

18<sup>th</sup> day of May 1995

[Signature]  
Applicant's Signature

Beverly G. Matthews

Notary Public

BEVERLY G. MATTHEWS

Notary Public, State of New York

Commission Expires 12/31/97

Commission Expires 12/31/97

\*\*\*\*\*97\*\*\*\*\*

TOWN USE ONLY:

RECEIVED MAY 18 1995

Date Application Received

95 - 14

Application Number

"XX"

APPLICANT'S PROXY STATEMENT  
(for professional representation)

for submittal to the  
TOWN OF NEW WINDSOR PLANNING BOARD

Robert P. Roth, deposes and says that he  
(Applicant)  
resides at 14 Lindt Ann Drive Wallkill, N.Y. 12589  
(Applicant's Address)  
in the County of ULSTER  
and State of NEW YORK  
and that he is the applicant for the VERLA INTERNATIONAL, LTD.  
NEW STORAGE WAREHOUSE SITE PLAN  
(Project Name and Description)

which is the premises described in the foregoing application and  
that he has authorized GREVAS & HILDRETH, L.S., P.C.  
(Professional Representative)

to make the foregoing application as described therein.

Date: 5/18/95

[Signature]  
(Owner's Signature)

[Signature]  
(Witness' Signature)

THIS FORM CANNOT BE WITNESSED BY THE PERSON OR REPRESENTATIVE OF  
THE COMPANY WHO IS BEING AUTHORIZED TO REPRESENT THE APPLICANT  
AND/OR OWNER AT THE MEETINGS.

If applicable "XX"

TOWN OF NEW WINDSOR PLANNING BOARD  
SITE PLAN CHECKLIST

ITEM

- |   |  |
|---|--|
| 1. <input checked="" type="checkbox"/> Site Plan Title                  | 29. <input checked="" type="checkbox"/> Curbing Locations                      |
| 2. <input checked="" type="checkbox"/> Applicant's Name(s)              | 30. <input checked="" type="checkbox"/> Curbing Through Section                |
| 3. <input checked="" type="checkbox"/> Applicant's Address(es)          | 31. <input checked="" type="checkbox"/> Catch Basin Locations                  |
| 4. <input checked="" type="checkbox"/> Site Plan Preparer's Name        | 32. <input checked="" type="checkbox"/> Catch Basin Through Section            |
| 5. <input checked="" type="checkbox"/> Site Plan Preparer's Address     | 33. <input checked="" type="checkbox"/> Storm Drainage                         |
| 6. <input checked="" type="checkbox"/> Drawing Date                     | 34. <input checked="" type="checkbox"/> Refuse Storage                         |
| 7. <input checked="" type="checkbox"/> Revision Dates                   | 35. <input checked="" type="checkbox"/> Other Outdoor Storage                  |
| 8. <input checked="" type="checkbox"/> Area Map Inset                   | 36. <input checked="" type="checkbox"/> Water Supply                           |
| 9. <input checked="" type="checkbox"/> Site Designation                 | 37. <input checked="" type="checkbox"/> Sanitary Disposal System               |
| 10. <input checked="" type="checkbox"/> Properties Within 500' of Site  | 38. <input checked="" type="checkbox"/> Fire Hydrants                          |
| 11. <input checked="" type="checkbox"/> Property Owners (Item #10)      | 39. <input checked="" type="checkbox"/> Building Locations                     |
| 12. <input checked="" type="checkbox"/> Plot Plan                       | 40. <input checked="" type="checkbox"/> Building Setbacks                      |
| 13. <input checked="" type="checkbox"/> Scale (1" = 50' or lesser)      | 41. <input checked="" type="checkbox"/> Front Building Elevations              |
| 14. <input checked="" type="checkbox"/> Metes and Bounds                | 42. <input checked="" type="checkbox"/> Divisions of Occupancy                 |
| 15. <input checked="" type="checkbox"/> Zoning Designation              | 43. <input checked="" type="checkbox"/> Sign Details                           |
| 16. <input checked="" type="checkbox"/> North Arrow                     | 44. <input checked="" type="checkbox"/> Bulk Table Inset                       |
| 17. <input checked="" type="checkbox"/> Abutting Property Owners        | 45. <input checked="" type="checkbox"/> Property Area (Nearest<br>100 sq. ft.) |
| 18. <input checked="" type="checkbox"/> Existing Building Locations     | 46. <input checked="" type="checkbox"/> Building Coverage (sq. ft.)            |
| 19. <input checked="" type="checkbox"/> Existing Paved Areas            | 47. <input checked="" type="checkbox"/> Building Coverage (% of<br>Total Area) |
| 20. <input checked="" type="checkbox"/> Existing Vegetation             | 48. <input checked="" type="checkbox"/> Pavement Coverage (sq. ft.)            |
| 21. <input checked="" type="checkbox"/> Existing Access & Egress        | 49. <input checked="" type="checkbox"/> Pavement Coverage (% of<br>Total Area) |
| <u>PROPOSED IMPROVEMENTS</u>  | 50. <input checked="" type="checkbox"/> Open Space (sq. ft.)                   |
| 22. <input checked="" type="checkbox"/> Landscaping                     | 51. <input checked="" type="checkbox"/> Open Space (% of Total Area)           |
| 23. <input checked="" type="checkbox"/> Exterior Lighting               | 52. <input checked="" type="checkbox"/> No. of Parking Spaces Prop.            |
| 24. <input checked="" type="checkbox"/> Screening                       | 53. <input checked="" type="checkbox"/> No. of Parking Spaces Req.             |
| 25. <input checked="" type="checkbox"/> Access & Egress                 |  |
| 26. <input checked="" type="checkbox"/> Parking Areas                   |  |
| 27. <input checked="" type="checkbox"/> Loading Areas                   |  |
| 28. <input checked="" type="checkbox"/> Paving Details<br>(Items 25-27) |  |

REFERRING TO QUESTION 9 ON THE APPLICATION FORM, "IS THIS PROPERTY WITHIN AN AGRICULTURAL DISTRICT CONTAINING A FARM OPERATION OR WITHIN 500 FEET OF A FARM OPERATION LOCATED IN AN AGRICULTURAL DISTRICT, PLEASE NOTE THE FOLLOWING:

54. N/A Referral to Orange County Planning Dept. required for all applicants filing AD Statement.
55. N/A A Disclosure Statement, in the form set below must be inscribed on all site plan maps prior to the affixing of a stamp of approval, whether or not the Planning Board specifically requires such a statement as a condition of approval.

"Prior to the sale, lease, purchase, or exchange of property on this site which is wholly or partially within or immediately adjacent to or within 500 feet of a farm operation, the purchaser or leasor shall be notified of such farm operation with a copy of the following notification.

It is the policy of this State and this community to conserve, protect and encourage the development and improvement of agricultural land for the production of food, and other products, and also for its natural and ecological value. This notice is to inform prospective residents that the property they are about to acquire lies partially or wholly within an agricultural district or within 500 feet of such a district and that farming activities occur within the district. Such farming activities may include, but not be limited to, activities that cause noise, dust and odors."

This list is provided as a guide only and is for the convenience of the applicant. the Town of Ne Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGEMENT:

The Site Plan has been prepared in accordance with the checklist and the Town of New Windsor Ordinances, to the best of my knowledge

By: William B. Hildner  
Licensed Professional

Date: 5/18/95

## ATTACHMENTS

- A. Flood Hazard Area Development Permit Application Form.
- B. Certificate of Compliance ✓

PLEASE NOTE: IF PROPERTY IS NOT IN A FLOOD ZONE, PLEASE INDICATE THAT ON THIS FORM AND SIGN YOUR NAME. RETURN FORM WITH PLANNING BOARD APPLICATION.

IF PROPERTY IS LOCATED IN A FLOOD ZONE, PLEASE COMPLETE THE ATTACHED (LEGAL SIZE) PAPERS AND RETURN WITH PLANNING BOARD APPLICATION.

THIS PROPERTY IS NOT IN A FLOOD ZONE

William B. Hildner, L.S.

PROJECT I.D. NUMBER

617.21

Appendix C

SEQR

State Environmental Quality Review  
**SHORT ENVIRONMENTAL ASSESSMENT FORM**  
 For UNLISTED ACTIONS Only

## PART I—PROJECT INFORMATION (To be completed by Applicant or Project sponsor)

1. APPLICANT /SPONSOR <b>VERLA INTERNATIONAL, LTD.</b>	2. PROJECT NAME <b>NEW STORAGE WAREHOUSE SITE PLAN</b>
3. PROJECT LOCATION: Municipality <b>TOWN OF NEW WINDSOR</b> County <b>ORANGE</b>	
4. PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map) <b>315 TEMPLE HILL ROAD, NEW WINDSOR</b> <b>TAX MAP SECTION 4 BLOCK 3 LOT 13.1</b>	
5. IS PROPOSED ACTION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Expansion <input type="checkbox"/> Modification/alteration	
6. DESCRIBE PROJECT BRIEFLY: <b>CONSTRUCTION OF 20,000 SQUARE FOOT WAREHOUSE BUILDING</b>	
7. AMOUNT OF LAND AFFECTED: Initially <b>6.19</b> acres    Ultimately <b>6.19</b> acres	
8. WILL PROPOSED ACTION COMPLY WITH EXISTING ZONING OR OTHER EXISTING LAND USE RESTRICTIONS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    If No, describe briefly	
9. WHAT IS PRESENT LAND USE IN VICINITY OF PROJECT? <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Agriculture <input type="checkbox"/> Park/Forest/Open space <input type="checkbox"/> Other Describe:	
10. DOES ACTION INVOLVE A PERMIT APPROVAL, OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL, STATE OR LOCAL)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No    If yes, list agency(s) and permit/approvals	
11. DOES ANY ASPECT OF THE ACTION HAVE A CURRENTLY VALID PERMIT OR APPROVAL? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No    If yes, list agency name and permit/approval	
12. AS A RESULT OF PROPOSED ACTION WILL EXISTING PERMIT/APPROVAL REQUIRE MODIFICATION? <input type="checkbox"/> Yes <input type="checkbox"/> No <b>N/A</b>	
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE	
Applicant/sponsor name: <b>VERLA INTERNATIONAL, LTD.</b>	Date: <b>5/18/95</b>
Signature: <b>William B. Hildreth, Jr. (PREPARED)</b>	

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment

OVER

**PART II—ENVIRONMENTAL ASSESSMENT (To be completed by Agency)**

A. DOES ACTION EXCEED ANY TYPE I THRESHOLD IN 6 NYCRR, PART 617.12? If yes, coordinate the review process and use the FULL EAF. <input type="checkbox"/> Yes <input type="checkbox"/> No	
B. WILL ACTION RECEIVE COORDINATED REVIEW AS PROVIDED FOR UNLISTED ACTIONS IN 6 NYCRR, PART 617.8? If No, a negative declaration may be superseded by another involved agency. <input type="checkbox"/> Yes <input type="checkbox"/> No	
C. COULD ACTION RESULT IN ANY ADVERSE EFFECTS ASSOCIATED WITH THE FOLLOWING: (Answers may be handwritten, if legible)	
C1. Existing air quality, surface or groundwater quality or quantity, noise levels, existing traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems? Explain briefly:	
C2. Aesthetic, agricultural, archaeological, historic, or other natural or cultural resources; or community or neighborhood character? Explain briefly:	
C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly:	
C4. A community's existing plans or goals as officially adopted, or a change in use or intensity of use of land or other natural resources? Explain briefly:	
C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly:	
C6. Long term, short term, cumulative, or other effects not identified in C1-C5? Explain briefly:	
C7. Other impacts (including changes in use of either quantity or type of energy)? Explain briefly:	
D. IS THERE, OR IS THERE LIKELY TO BE, CONTROVERSY RELATED TO POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS? <input type="checkbox"/> Yes <input type="checkbox"/> No      If Yes, explain briefly	

### PART III—DETERMINATION OF SIGNIFICANCE (To be completed by Agency)

**INSTRUCTIONS:** For each adverse effect identified above, determine whether it is substantial, large, important or otherwise significant. Each effect should be assessed in connection with its (a) setting (i.e. urban or rural); (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude. If necessary, add attachments or reference supporting materials. Ensure that explanations contain sufficient detail to show that all relevant adverse impacts have been identified and adequately addressed.

☐ Check this box if you have identified one or more potentially large or significant adverse impacts which MAY occur. Then proceed directly to the FULL EAF and/or prepare a positive declaration.

☐ Check this box if you have determined, based on the information and analysis above and any supporting documentation, that the proposed action WILL NOT result in any significant adverse environmental impacts AND provide on attachments as necessary, the reasons supporting this determination:

\_\_\_\_\_

Name of Lead Agency

\_\_\_\_\_

Print or Type Name of Responsible Officer in Lead Agency

\_\_\_\_\_

Title of Responsible Officer

\_\_\_\_\_

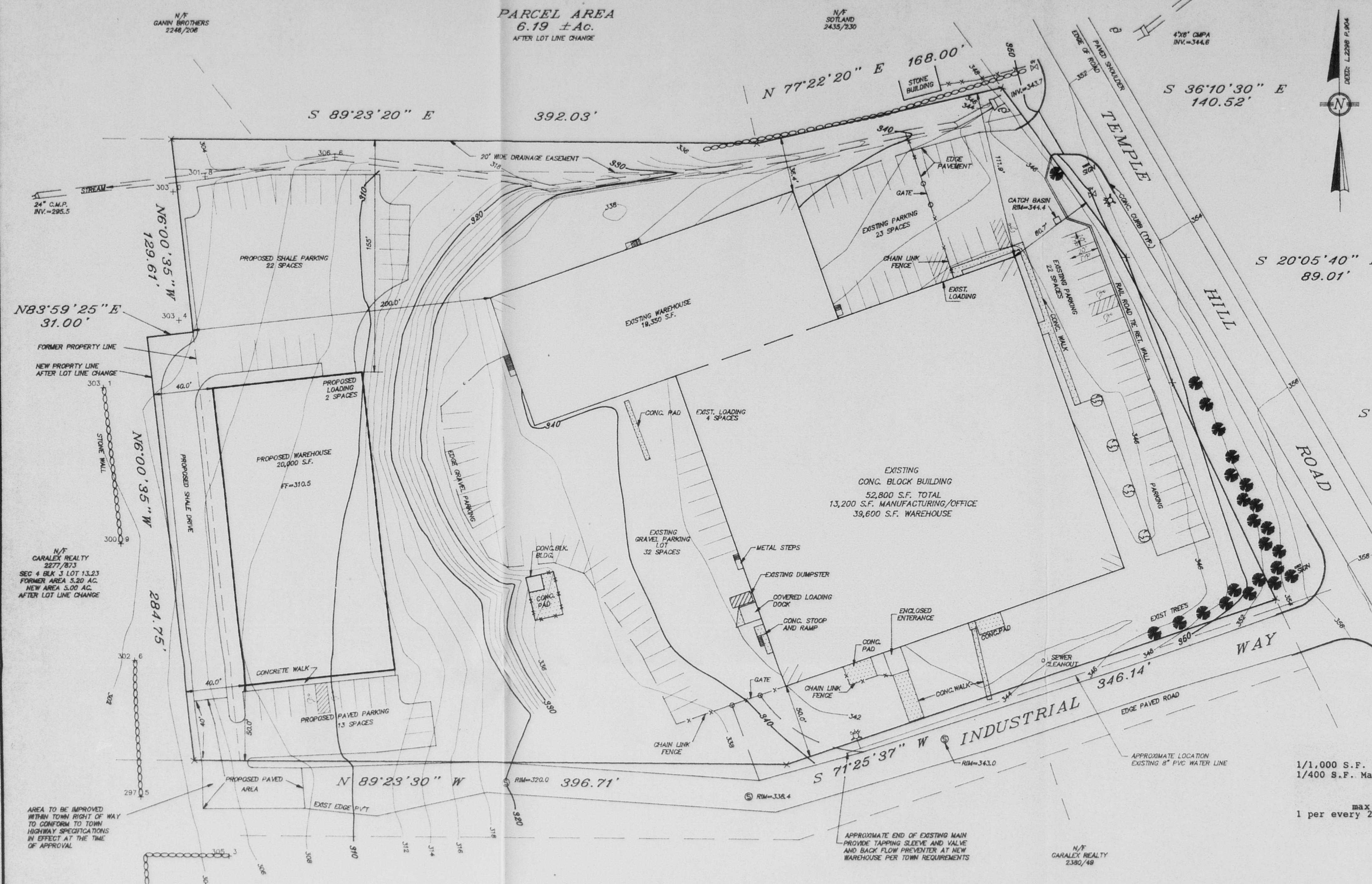
Signature of Responsible Officer in Lead Agency

\_\_\_\_\_

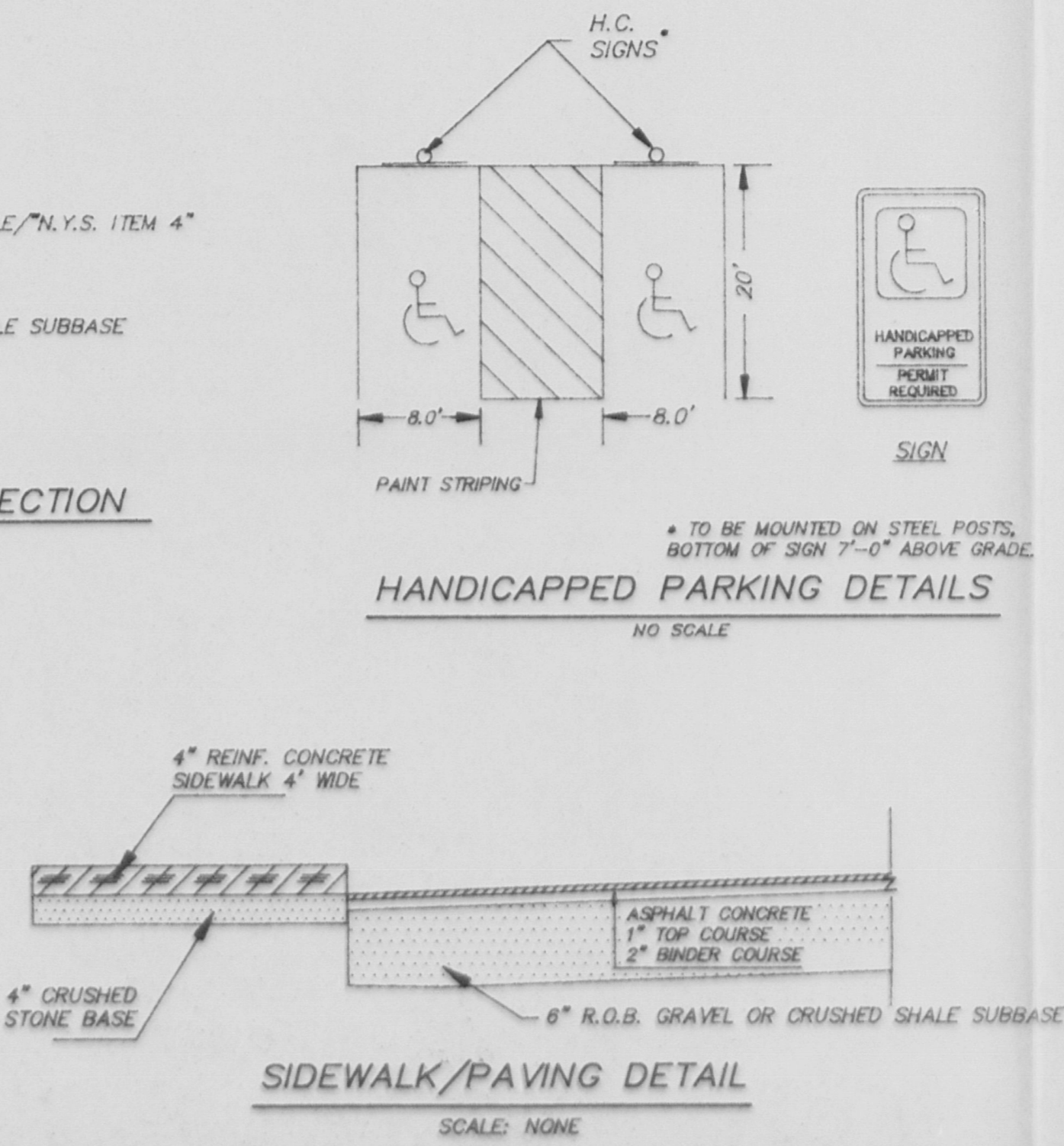
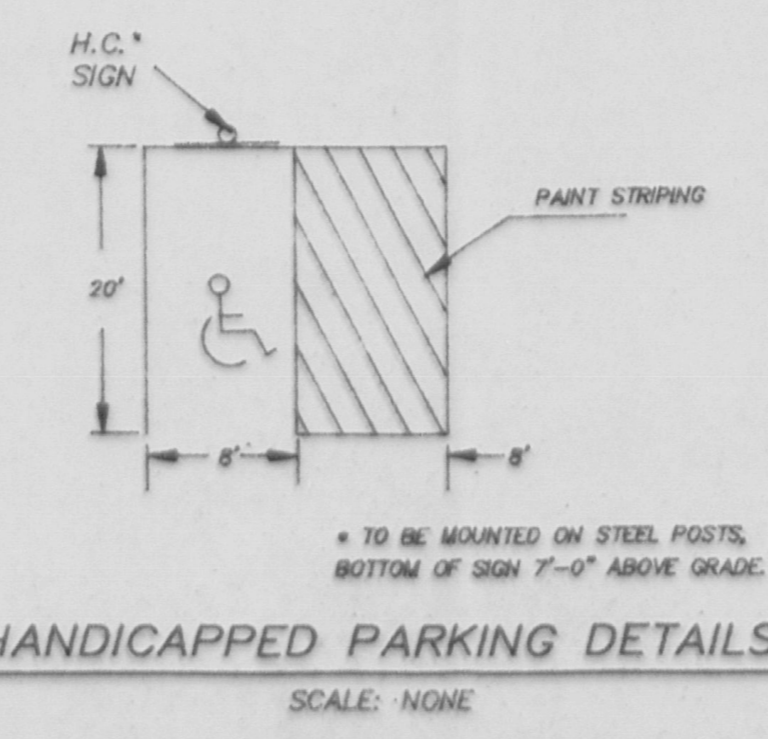
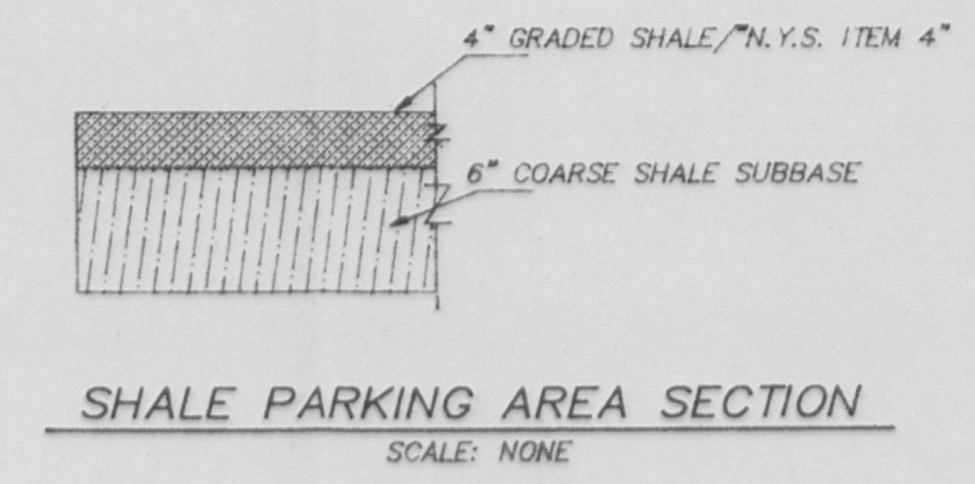
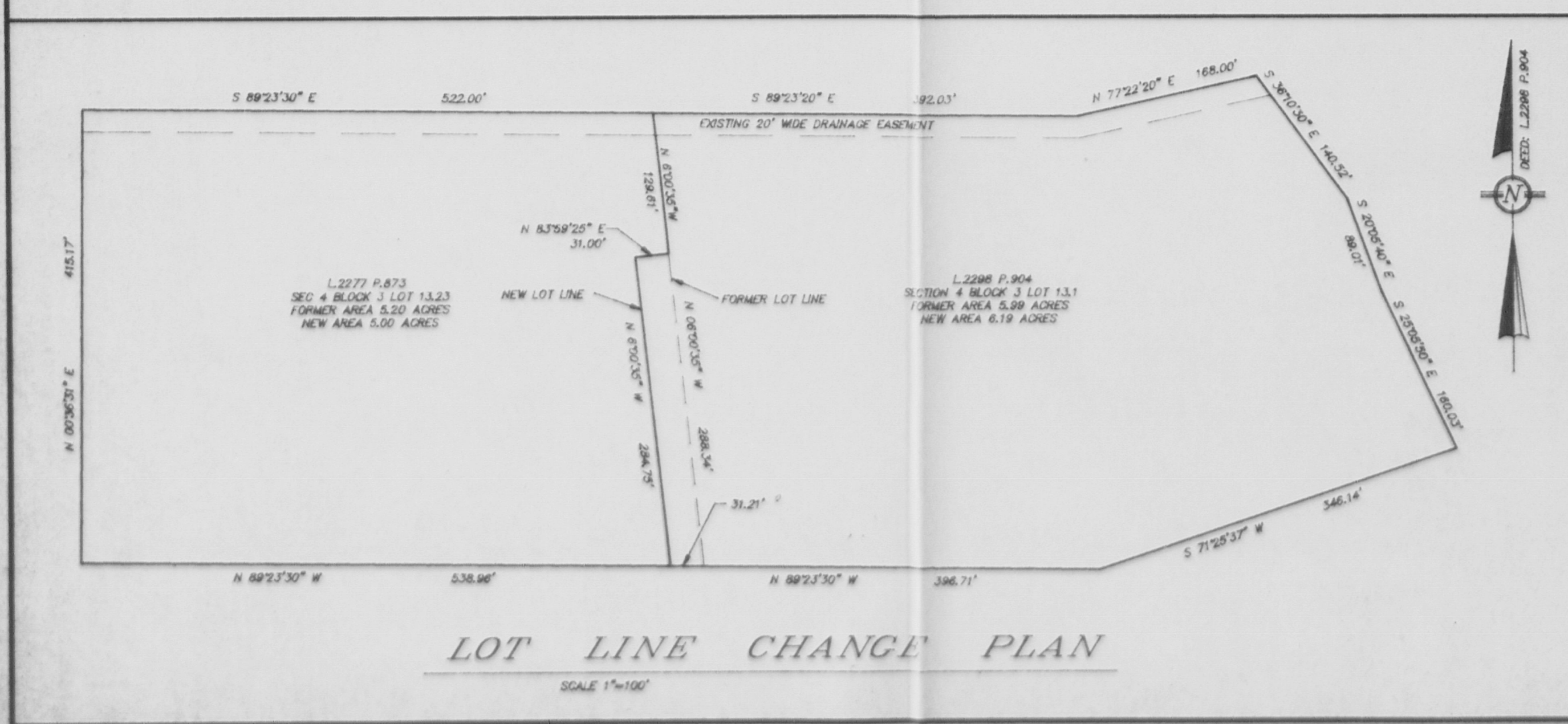
Signature of Preparer (if different from responsible officer)

\_\_\_\_\_

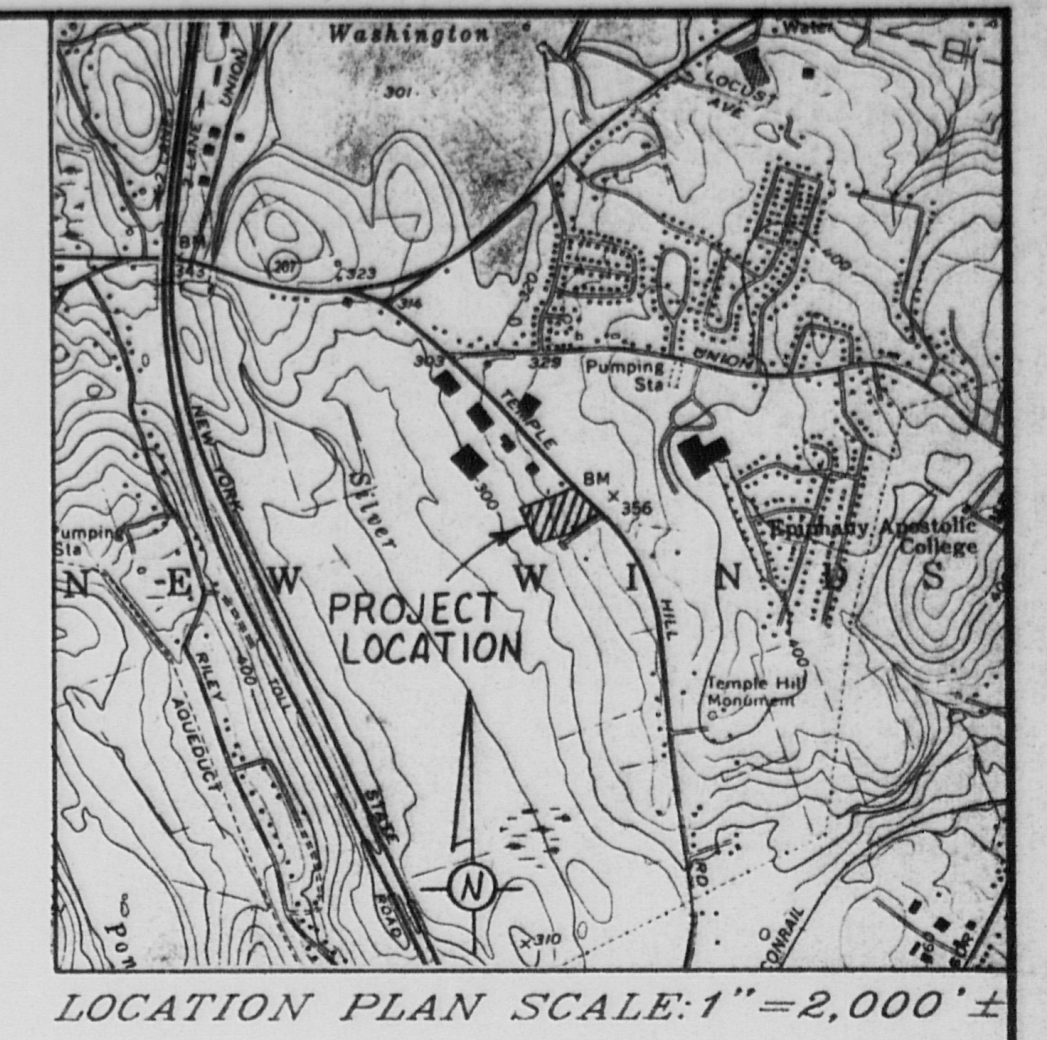
Date



**SITE PLAN**  
SCALE 1"=40'



BULK REQUIREMENTS P I ZONE, Col. A15		
REQUIRED	PROVIDED Lot 13.1	
Lot Area:	40,000 S.F.	6.19 Ac. (Site Plan)
Lot Width:	150'	385'±/-
Front Yard Setback:	50'	50.0'
Side Yard Setback:	15'/40'	36.4'/NA
Rear Yard Setback:	20'	40'
Bldg. Ht. 6"/Ft.	20.0'	20.0'
Floor Area Ratio:	0.6	0.34



- NOTES**
- Being a proposed development of lands shown on the Town of Windsor Tax Maps as Section 4 Block 3 Lot 13.1. Lot Line Change is between this lot and Section 4 Block 3 lot 13.23.
  - Owner/Applicant-Site Plan  
Applicant-Lot Line Change: Verla International, Ltd.  
315 Temple Hill Road  
New Windsor, N.Y. 12553  
  
Owner Tax Lot 13.23:  
Caralex Realty  
315 Temple Hill Road  
New Windsor, N.Y. 12553
  - Site Plan Parcel Area after Lot Line Change: 6.19 acres
  - Property Zone: P I ; Column A15
  - Existing Use: Manufacturing/Warehouse  
Proposed Use: Warehouse (20,000 building)
  - Water Service: Existing Municipal System  
(No sewer service required in new building)
  - Boundary and topographic data shown hereon resulted from a field survey completed under the supervision of the undersigned on 10 April 1995.
  - Unauthorized addition or alteration to this plan is a violation of Section 7209 (2) of the New York State Education Law.

**PLANNING BOARD APPROVAL**

**SITE PLAN**

**APPROVAL GRANTED**

**BY TOWN OF NEW WINDSOR PLANNING BOARD**

**ON AUG 14 1995**

**Henry P. VanLeeduw**  
Secretary

**PLANNING BOARD NOS. 95-14,95-15**

**Grevas & Hildreth, P.C.**  
LAND SURVEYORS  
33 QUANSAW AVENUE, NEW WINDSOR, NEW YORK 12553  
TEL: (914) 582-8867

**PLAN FOR**  
**VERLA INTERNATIONAL, LTD**  
**NEW STORAGE WAREHOUSE**  
**SITE PLAN**  
**& LOT LINE CHANGE**  
**FINAL PLAN**

**REVISIONS:**  
DATE DESCRIPTION  
5/30/95 REV. PER PL. BD. COMMENTS  
6/16/95 REV. PER PL. BD. APP'V. 6/14/95

**TOWN OF NEW WINDSOR**  
ORANGE COUNTY  
NEW YORK

**Drawn: MGH, GAB**  
**Checked:**  
**Date: 17 May 1995**  
**Job No: 95-093**